

USE PAPERLESS
EDITIONS

CLASSIFIED MESSAGE

NYC 7-84

SECRET

ROUTING	
1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

PRIORITY

IN 63098

ROUTING	INT
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

OSA1-15

DATE 0125Z 17 DEC 64

25X1A

TO: DIRECTOR

FROM: [REDACTED]

OPTION:

INFO :

TOR: 0205Z 17 DEC 64

25X1A 25X1A

PRIORITY [REDACTED]

INFO [REDACTED]

CITE [REDACTED]

OXCART FLTEST OPS

25X1A

25X1A

O O S T E D
m. p.

1. ARTICLE 132 MADE FLIGHT 27, SORTIE 1-T-64-632 ON 16 DEC 64.

[REDACTED] TAKE OFF AT 1230 HOURS, LANDING AT 1400 HOURS FOR 1:30. MISSION SUCCESSFUL. GROSS WEIGHT 116,000 LBS, C.G. 21.7 PERCENT, TAKEOFF DISTANCE 7350 FT, TAKEOFF SPEED 217 KNOTS, PRESSURE ALT 4500 FT, TEMP 42 DEGREES, WIND CALM. MAX SPEED 2.79 MACH, MAX ALT 76,800 FT, TIME OVER 2.0 MACH :25, TIME OVER 2.6 MACH :20, TOTAL AIRCRAFT TIME 31:54. PURPOSE: DATA COLLECTION. CONFIGURATION 2.8 MACH. Q BAY AND SPECIAL EQUIPMENT: NONE.

2. NORMAL TAKEOFF AND CLIMB. MODERATE TO SEVERE TURBULENCE WAS ENCOUNTERED BETWEEN 50,000 TO 55,000 FT. AT 2.57 MACH AN AD OCCURED ON LEFT ENGINE AND THE AB BLEW OUT, RECOVERY AND RESTART WAS NO PROBLEM. INS AUTONAV-AUTO DESTINATION USED AND APPEARED GOOD ALTHOUGH STEERING NEEDLE INDICATED 5 TO 8 DEGREE STEER LEFT WHEN TRACKING ON PROPER COURSE. SSB OPERATION VERY GOOD AT MAX DISTANCE WHICH WAS 600NM. AD AGAIN OCCURED ON LEFT ENGINE WHEN STARTING DESCENT, RECOVERY NO PROBLEM. ON LANDING, CHUTE

USAF review(s) completed.

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNgrading
AND DEclassification

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25X1A

[REDACTED] (IN 63098)

S E C R E T

PAGE TWO

DEPLOY/JETTISON NORMAL. LIFE SUPPORT EQUIPMENT: VISOR
REFLECTIONS SEVERE.

END OF MSG

S E C R E T